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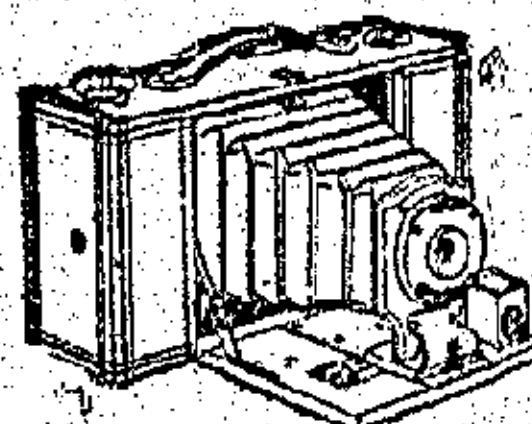


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NOTICE.

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Opened his Own House at No. 23, Stanley
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Hongkong, 2nd December, 1910. [1344]

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The Daily Press.

HONGKONG, DECEMBER 8TH, 1910.

The report of the proceedings at the Sanitary Board which we published yesterday makes the interesting disclosure that politically the Colony of Hongkong is quite in line with the Motherland, for may it not be said that the "Veto" has become the burning question of the moment in both places? Our Sanitary Board—or at least the Unofficial members of it, with one exception—have protested against what they regard as an unreasonable exercise of the veto by our local equivalent of the House of Lords—the Executive Council. H.E. THE GOVERNOR has defended the action of his Council in a lengthy minute which, however much some of the details may be criticised, does at least show that careful consideration is given to recommendations made by the Sanitary Board, and, in the words of His Excellency, that "the action of the Government has been conscientiously directed to the discharge of public duty." A strong case is made out in justification of the Executive Council's refusal to abandon the Pokfulam reservoir on the recommendation of the Sanitary Board. Mr. SHELTON HOOPER has drawn from His Excellency's statement the deduction that the medical advisers of the Sanitary Board and the medical experts consulted by the Executive Council differ as to the danger of the supply, and consequently asks the old

familiar question as to who shall decide when doctors disagree. But on the question of the impurity of the water in the reservoir there appears in reality to be no difference of opinion whatever. It was indeed on a report by the Government bacteriologist that the Sanitary Board based their recommendation for closing the reservoir. It is not denied that the unfiltered water is impure, and though the catchment area of Pokfulam is under the Board's suspicion, the bacteriological examinations have shown the unfiltered water from this reservoir to be purer than the unfiltered water from the Tytam and Kowloon reservoirs. Unfiltered water from the Pokfulam reservoir is supplied only to the people of the small village of Pokfulam, and its environs, and the sole question on which opinions differ is as to whether this is a menace to the public health of the whole community which calls for the immediate initiation of a very costly waterworks scheme. As His Excellency's minute points out, the Pokfulam district in this matter is no worse off than any other district or village in the Colony, except Aberdeen, and perhaps Shaokwan, where the supply is partly filtered. We have not been able to gather from the published information that the water in Pokfulam reservoir is any more impure now than it has always been, and we have seen no evidence of excessive mortality or epidemic sickness in this or any other district supplied with unfiltered water. Possibly if the Dairy Farm had used this unfiltered water for washing the dairy utensils there might not have been this immunity, but it is well known that the arrangements at the farm for the cleansing of the utensils are an effective safeguard against contamination. If the scare was created through lack of knowledge of these provisions—as seems indeed to have been largely the case—the authors of the scare owe it to the general public to say so. Dr. FITZWILLIAMS, we note, says the appointment of the Commission offered by His Excellency "will be welcomed by those who hold very decided views on the matter." We should like to know what the Commission is intended to prove or disprove? It is admitted that the water in Pokfulam reservoir is impure—but not so impure as the water at Tytam and Kowloon; it is admitted that the small village of Pokfulam is supplied with this unfiltered water; it is shown that the Dairy Company whose farm is in that district have "admirable methods of cleansing all utensils by sterilisation at high temperature," precluding the possibility of contamination by contact with vessels washed in impure water; furthermore, it is shown that the water from Pokfulam reservoir which is used in the city of Victoria all passes through filter beds at West Point. Are any of these statements so doubtful that a Commission is necessary to investigate them? It does not seem to us that a Commission is needed to say that it would be better and safer to provide the village of Pokfulam with filtered instead of unfiltered water. Even so, what need is there to close the Pokfulam reservoir if this is the only object to be served? Is it desired that the Colony should immediately embark on another great and costly waterworks scheme to give all the scattered villages of the Colony a supply of filtered water? Admittedly the city could do with a more ample supply, but as His Excellency wisely reminds us, it is obvious that elaborate and costly schemes for filtration can only be taken in hand for large cities. If the village of Pokfulam is to be specially favoured in this respect, some less costly means must be found than the immediate closing of the Pokfulam reservoir necessitating the prosecution of the expensive undertaking at Tytam Tuk, which has long been planned but deferred until the finances of the Colony are in a position to bear this new and heavy burden. We have but little space left to deal with the other important question discussed in His Excellency's minute. On this point evidently the Sanitary Board has good reason to complain of the action of the Executive Council. The recommendation of the Board was vetoed for a reason inconsistent with the views and opinions of the Government's own experts, which it would seem were not placed before the Executive Council for consideration. Either the Sanitary Board is at fault in not communicating the whole case for their recommendation to the Executive Council, or the Council for not taking pains to ascertain that their own view of the matter had been fully considered by the Sanitary Board. As the Sanitary Board's recommendation is supported by the views of the Government's own experts, as quoted by Mr. SHELTON HOOPER, it remains to be learnt on what other advice the Executive Council decided to dissent from the Sanitary Board's recommendation.

The "patriotic reason" on St. Andrew's night in Manila took the form of a brilliant ball. Lady Lugard will attend the Annual Sale of Work of the French Convent at the City Hall this afternoon.

A second aeroplane ordered from abroad by the Japanese Government was landed at Yokohama a fortnight ago.

Mr. E. E. Stubbs, of the Colonial Office, arrives in the Colony per s.s. *Assaye* to-morrow morning, and will be a guest at Government House.

The Yokohama Relief Fund amounted to £125 18 2, a cheque for which sum was received and acknowledged by the Mayor of Portsmouth.

A native who stole two pipes from a restaurant at Shektonlui was sentenced by Mr. E. R. Hallifax at the Magistracy yesterday to one month's imprisonment and six hours' stocks.

Mr. Hamilton Butler, at one time American Assessor at Shanghai and recently in Tientsin, has been transferred to Canton as Vice-Consul, relieving Mr. Myers, who in turn goes to Tientsin.

Two cases of plague were discovered near the Chinese Bund, Shanghai, last week. The patients were certified by a Japanese doctor to be suffering from that disease. One died, while the other is in a very critical condition.

We are informed that the members of the Publicity Committee for the Philippines Campaign are making great preparations for the coming Carnival in February, 1911, and that several big attractions are being imported to make it the "Greatest Show ever seen East of Suez."

Even with the support of shoring the front wall of the buildings which recently collapsed in Aberdeen Street it considered dangerous to pedestrians in the vicinity. To avoid accidents four Indian policemen were yesterday stationed at the scene of the collapse to prevent passers-by from loitering.

A Chinese man and youth appeared before Mr. Hallifax at the Magistracy yesterday on a charge of stealing a clock from the residence of a Japanese woman residing at 10, Cross Street. After hearing the evidence his Worship sentenced the first defendant, the man, to three weeks' imprisonment and six hours' stocks, and the second to 48 hours' detention and twelve strokes of the birch.

Another member of the hidigan brigade which has recently been creating disturbances in the vicinity of the Empire Cinematograph and the new skating rink was charged before Mr. E. R. Hallifax at the Magistracy yesterday. He was arrested in the act of tearing weatherboards from the wall of the skating rink. The offence was proved and his Worship imposed a fine of \$25, the alternative being five weeks' imprisonment.

There will be an official dinner at Government House to-night at which the following will be present:—Mr. Chao Ohing Hua, Dr. Ho Kai, Mr. Lya Chu-pak, Mr. Sat-po, Mr. Chan Shat-gam, Mr. Ho Ngok-lau, Mr. Hui Chin-lan, Mr. Chan Siu-ki, Mr. Wei Wah-lin, Mr. Wong Kam-fuk, Mr. Sia Tak-fan, Dr. Kelly, Mr. Hallifax, Rev. W. H. Hewitt, Mr. S. B. C. Ross, Mr. J. R. Wood, Mr. Ralphs, Mr. Irving, Mr. Hasselard, Mr. Brewin and Sir Henry May.

TRAGEDY AT QUARRY BAY.

FRENCH SAILOR CHARGED WITH MURDER.

Paul Pottier, a deck sailor from the French gunboat *Vigilante*, which is now being overhauled in the Quarry Bay Docks, appeared before Mr. J. B. Wood at the Magistracy yesterday on a charge of wilfully murdering a richa coolie. It appears that early on Monday morning the accused and four shipmates took riches at Wanchai and proceeded to Quarry Bay. There it appears that a dispute arose regarding the fares, and that the sailors chased the coolies. The defendant is alleged to have stabbed the deceased coolie in the abdomen with a pocket knife. The coolie, whose intestines were extensively cut, was removed to the Government Civil Hospital, where he died on Monday night at 6.30 o'clock after his dying depositions had been taken. When charged yesterday Pottier pleaded not guilty, and the hearing of the case was adjourned until to-day.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from 3rd to 5th inst. with the following results:

	Gross.	Hcp.	Net.
A. P. Dashiwood	91	14	77
C. A. Tomes	95	12	83
Comdr. Brooke	85	scr.	85
H. Pinckney	95	10	85

30 entries.

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A. W. Walsingham	78	scr.	78
C. A. Tomes	95	12	83
Comdr. Brooke	85	scr.	85
H. Pinckney	95	10	85
T. S. Forrest	87	scr.	87

53 entries.

Winner of Cup.

Winner of Pool.

ORICKET.

YORKSHIRES v. GARRISON.

An interesting match was played on the Cricket Ground yesterday between the K.O.Y.L.F. and the Garrison. The former, batting first, made a fine display and ran up 168, to which the Garrison replied with 175. Great interest was manifested in the match and excitement prevailed at the last when the issue was very much in doubt. Fortunately the game was finished before the rain came on.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
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RAILWAY EXTENSION TO
TSINGTAO.

PEKING, December 7th.

The Germans are negotiating for the extension of the Kaifeng Railway to Tsingtao via Kaomi, a scheme which involves an alteration in the long-discussed extension to Kaichow. The scheme provides for the Chinese construction of the proposed line.

CHINESE STATESMAN SKEKS
RETIREMENT.

PEKING, December 7th.

Tang Shao Yi, President of the Board of Communications, has tendered his resignation. The Throne refuses to accept it, but has granted his Excellency one month's leave of absence.

[REUTERS SERVICE TO THE "HONGKONG
DAILY PRESS."]PRESIDENT TAFT'S MESSAGE
TO CONGRESS.

THE CHINESE-ALGON RAILWAY.

LONDON, December 7th.

President Taft's Message to Congress says the construction of the Chinese-Algon railway by international loan still forms the subject of friendly discussion between the interested parties.

American policy in China is to use American capital for the development of China, without prejudicing China's legitimate rights as an independent Power.

PANAMA CANAL TOLLS.

The President recommends the appropriation of nineteen million dollars for the fortification of the Panama Canal and a toll of a dollar a ton on all commerce passing through the Canal.

JAPANESE AND GERMAN
MANUFACTURERS.

LONDON, December 7th.

Speaking at a dinner given by the German Japanese Society at Berlin the Japanese Ambassador, after referring to the excellent relations between the two countries, expressed regret that Japanese industrialists were often disappointed when they visited German factories because the manufacturers carried secrecy too far. Consequently the Japanese went to other countries where they encountered less distrust.

[FROM THE MANILA "CABLENEWS."]

PROPHECY BY MR. JAMES J. HILL.

Washington, Nov. 28th.

James J. Hill, builder of the Great Northern transportation lines, is pessimistic in his view of the commercial outlook for the immediate future. Mr. Hill prophesies that there will be shortly serious business stagnation on account of the extravagant way of living and the abnormal expansion of business houses in the United States.

THE AMERICAN LABOUR LEADER.

Washington, Nov. 28th.

Samuel Gompers has been re-elected president of the American Federation of Labour. Serious opposition to his candidacy developed on the organization and he was elected by a very small margin. His success has entailed considerable bitterness among those opposed to his methods whose hearts were set on ridding the organization of his leadership.

SHOPKEEPERS' BUSINESS HOURS
IN MANILA.

A meeting of merchants was held at the quarters of the Manila Merchants' Association last week to decide on the business hours to be maintained during the last two weeks of the year. Of the twenty-six merchants present a majority decided that it would be conducive to better business for them to remain open until ten o'clock from the 15th to the 30th, thereby making it an object to buyers to come to the Escala after dinner.

During this time the Escala will be brilliantly lighted with thousands of electric lights, and arrangements will be made to have band music. It is expected that the Manila Dagupan Railway Co. will be induced to run extra trains to accommodate the people living a short distance out of town.

THE SITUATION AT MACAO.

REPUBLICAN NEWSPAPER SUSPENDED.
The Acting Governor yesterday suspended the Republican paper *Voridade*.

AN AMNESTY.

A close textual translation of the Amnesty dispatch sent by the Government at Lisbon is as follows:—"Republican Government, considering good intention troops enforcing execution law, forgives punishment, honouring Governor's promise, but maintains military regulations. Therefore will not fail to punish any demonstration of troops or act of insubordination, treating it as protest against Republic and high treason. This also includes conduct civilians instigating and inciting disturbances police order."

[FROM AN OCCASIONAL CORRESPONDENT.]

Nothing can be more curious, except a cyclone, than what used to be called the *Furia Francesa*. It is really a form of anger peculiar to the Latin peoples, terrible while it lasts, sometimes appallingly devastating, but leaving after its passage peace and quietness behind it. Here in Macao, only three days ago, many men walked in fear of their lives, especially if they happened to be Priests, and even an Englishman might remember with discomfort that he was a Monarchist in a land of Republicans. To-day political passion has died down; all men remember that it does not really matter what a country calls itself, a Monarchy or a Republic, but that duty has to be done, law and order have to be preserved, soldiers must obey their officers, and ordinary decent people have to keep their temper. Certain rumours have been assiduously spread with the avowed intention of creating excitement and upsetting the public mind. The real truth is that at the present moment Macao is one of the safest places in the whole of the Far East. The New Governor, Senhor Vidal, is a strong man, and has most able coadjutors in the Colonial Secretary, Lieut. Machado, an officer of exceptional ability and determination. It is quite untrue that the Receiver of Taxes, Senhor Moneses, aspired himself to fill the post of Governor. His hands are full already with the arduous and responsible labour of restoring the finances of Macao, and it is most improbable that anything could induce him to accept any post which would interrupt a task to which he is giving the whole of his mind. The soldiers are now under complete discipline. There is every reason to hope that under the firm hands which now are administering the Government there will be no further disturbances, no apprehension in the breast of the most timid of convent school girls, and no excitement to be obtained by the most excitable of sensation lovers.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

MACAO, December 6th.

Sir,—All is quiet now and we can breathe again. There is a distinct re-union on the part of the soldiers, who recognize now that they have been sadly misled and deceived by a few civilians, and are therefore very indignant. There only remains one thing to be done now, and that is to severely punish the men who got up this revolt, and who are known to everybody here. Not unnaturally, there is a growing impatience at the delay on the part of the Acting Governor in instituting proceedings against the men behind the scenes, but all who know his Excellency's integrity of character and love of country know that if he has not acted yet, there must be some good reasons for it. The population of Macao still have full confidence in his Excellency, and trust that Justice will be meted out in due course. The amount of harm done by these men is considerable, and the indignation is general and absolute. The aged and infirm, the destitute, the orphans, the children requiring education, all alike have suffered. But there are other victims. In the first place, there is H.E. the Governor, who was universally liked and respected. Then there are the Captain of the *Patria*, who lost his command, and the young officer, Lieut. Costa, who, feeling ashamed of the action of the men, resigned his commission in the Navy, and so on. The amount of misery wrought all round is great and the punishment should be commensurate to the crime. I am, etc.,

JUSTITIA.

OXFORD AND THE CIVIL SERVICE.

The places obtained by Oxford men in this year's Civil Service Competition are considered by the *Oxford Magazine*, after an elaborate analysis, to be "very fairly satisfactory." In all there are fifty-eight Oxford men among the one hundred and sixteen to whom places have been offered—exactly one-half. Among these are the first and second men in six out of the first ten, fourteen out of the first five, twenty-six of the first fifty. Last year Christ Church, with six successes, had the largest number of representatives of any individual College. This year Balliol, Brasenose, and Hertford all reach that number, but are well beaten by Trinity, Cambridge, with eight. Among the Public Schools Eton has done best, having six men in; Marlborough, with five, is next best. Dulwich, and Malvern have four apiece; Fettes, Manchester Grammar School, Rugby, George Watson's College, and Winchester each supply three, the first man on the list being a Republican. A comparison of the marks of this year's successful candidates with those which gained corresponding places last year looks as if either the marking had been more lenient this year or the candidates much better. Judging by relative performances in the Schools, the former alternative seems more probable. The Colonial Cadetships seem to have rather gone begging this year, as the last has gone to a man who was as low down as one hundred and forty-third and who only scored 1,577, and the majority have gone to men who would have been well out of the running in most years. The performances of the Oxford men in the Schools are up to, but not above, the average.

ABERDEEN STREET BUILDING COLLAPSE.

INQUIRY AT THE MAGISTRACY.

An inquiry into the cause of death of the six Chinese who were killed in the collapse which occurred at Nos. 13, 15, and 17, Aberdeen Street, on the 28th November was opened before Mr. E. B. Halliday, sitting as coroner, and a jury, at the Magistrate's Court yesterday afternoon.

Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Crown. He informed the jury that they were present to inquire into a sad accident which occurred at 1.30 o'clock in the daytime on November 28th and which resulted in the death of six Chinese persons—one man, a laborer, of the age of 45, three married women and two children. The inquiry was held under the Ordinance for the abolition of a coroner; his Worship was sitting with the powers of a coroner, and this was practically a coroner's inquest to ascertain the cause of death. Mr. Bowley said he appeared in order to assist his Worship and the jury as far as possible in ascertaining the facts and surrounding circumstances of this sad calamity, and he would endeavour to render all the assistance he could in arriving at the true facts of the case. The six persons who met their deaths by the accident were all occupants of house No. 17, Aberdeen Street; and the evidence of the medical officer who examined the bodies would be understood, he to the effect that each of the persons died of suffocation; that was to say, they were buried in the ruins of the house and suffocated. Mr. Bowley thought the jury would have no difficulty in ascertaining the primary cause of death, but they would probably wish to go further than that and to inquire into the circumstances surrounding this accident; and to find out whether in their opinion any blame attached to any person connected with these buildings, and so on. The collapse occurred very suddenly, without any previous warning, and there were a large number of workmen were working in the adjoining houses. Fortunately, the greater part of those people escaped with their lives, but six were buried in the ruins. As soon as the collapse occurred a constable on duty in the street called up the Central Police Station. The first brigade turned out with great promptitude, and assisted by a gang of sanitary coolies under the charge of the Sanitary Department, the police and coolies did all in their power to extricate the living and take out the bodies of the dead, working at great risk to their own lives, but fortunately no accident occurred. In order to arrive at the history of this accident it was necessary to consider the three houses, Nos. 13, 15, and 17, Aberdeen Street. Mr. Bowley laid before his Worship and the jury a plan of these houses, and stated that as far as could be ascertained they were of considerable age; in fact, their age was such that the Building Authority was unable to find out when they were erected. He thought it was safe to say they were built between twenty and thirty years ago. They were ordinary Chinese tenement houses, each four storeys, built of blue brick, and had iron verandahs over Aberdeen Street. Each house belonged to a different owner. In September of this year an inspector in the department of the Building Authority, acting under statutory powers, inspected these houses, and came to the conclusion that the party wall between 13 and 15 was in a dangerous condition. Notices were accordingly given to the respective owners of 13 and 15, each of whom presumably had a half interest in the party wall, to pull down that wall and reconstruct it. At the time the inspector of the Building Authority made the inspection in September No. 15 was vacant, 13 was partially vacant, but 17 was occupied and continued to be occupied until the time of the collapse. The owner of 15 appeared to have taken reasonable prompt action. Directly he received the notice he instructed a scaffolding contractor to shore up the two houses 13 and 15. The contractor was informed that the party wall was to be pulled down and rebuilt, and was instructed to put in the necessary shores for that work. He put rows of China fire poles on each floor of the two houses, so arranged as to carry the whole of the weight of the floors and the roofs of those two houses. The next step which the owner had to take was to engage the services of an authorised architect to prepare a plan and give notice to the Building Authority of the proposed works. Without that plan and notice any building operations would have been illegal. Mr. L. A. Koss, authorised architect, was instructed to do the needful, and he prepared a plan showing the putting down and rebuilding of this wall, and sent it in to the Building Authority. That plan was subsequently withdrawn and another substituted. The Building Authority looked at the second plan and notice, came to the conclusion that the papers were in order, and acknowledged the plan on October 31st. The owners of 13 and 15 then entered into a contract through the agency of Mr. Rose, who prepared a contract with a Chinese firm of building contractors. The contract provided for the pulling down of the party and cross walls, and their rebuilding for a certain price; it provided also that the Chinese contractor should be responsible for the shoring up of the buildings during the alterations, but as the jurors had already heard, the shoring up had been done previous to this contract. The contract work had to be carried out under the supervision and to the satisfaction of Mr. Rose, and as soon as the contract was signed the work proceeded with reasonable despatch. The walls were pulled down, the old foundations were taken up, new trenches were dug, and just before the collapse the new foundations of the new party wall had been completed, and the wall itself was three or four feet above the ground level. The foundations

of the cross wall were commenced on the morning of the collapse, the trench excavated for those foundations having been passed by Mr. Rose that morning. The pulling down of a party wall between two old Chinese houses was a somewhat risky proceeding, and had to be done with all due precaution to the safety of the people engaged. Mr. Bowley thought the attention of the jurors would probably be concentrated on the question as to whether proper precautions were taken in order to carry out this risky operation without danger to life or limb. The jurors would hear how the two houses, 13 and 15, were shored up, what inspections were made previous to the shoring up, and generally how the work was conducted. They would have before them a certificate signed by Mr. Rose, in accordance with the provisions of the Building Ordinance, to the effect that the premises were able to bear the strain of the alteration. They would also hear the evidence of Mr. Perkins, of the Building Authority office, and some of the overseers, to the effect that they inspected the buildings and saw no reason to think that the wall between 13 and 15 was in a dangerous state. Medical evidence was adduced as to the cause of death of the six Chinese, the police gave evidence as to the recovery of the bodies, and tenants of the collapsed houses told the jury about the collapse.

The hearing was adjourned.

SHIPPING NOTES.

On Saturday, November 26th, there were nineteen steamers in the harbour of Dairen, the whole quay line inside the basin being occupied.

Hitherto the agency of the China Merchants S. N. Co. at Yungkow (Ningbo) has been given to the firm of Bush Brothers, at a commission of 5 per cent. on the general receipt of freight and passage money, amounting to some few thousand dollars per year. It is now understood that a northern contemporary, that the contract for this agency will expire next spring and the China Merchants has received instructions from the Yuchuan Pu to appoint the Bank of Communications at Yungkow as its agent instead. The commission to be given the Bank will be the same.

A fire broke out last month in the bunker of the Russian steamer *Russia* at Copenhagen. The coal had to be discharged into lighters. The *Russia* is owned by the Russian East Asiatic Company, and is a vessel of 8,539 tons, built in 1908, and valued at \$104,396. She is laid up for alterations to cabins.

Fuller information received from Rio de Janeiro concerning the loss of the steamer *Wally off Para* on October 21 states that the vessel struck a submerged reef with such force that she sank instantly. Fully fifty passengers were drowned, but how many of the crew perished is not known. It is probable that forty or fifty of them lost their lives, thus making a total death toll of about one hundred. Many of the passengers, it is stated, were English.

The *Shichihomaru*, a sailing vessel, which left Awashima, Kagawa prefecture, in the latter part of October on a training cruise conveying twelve students of the Awashima Marine School, of Kagawa prefecture, duly passed Shimoda Straits for the Japan Sea. On the 6th November the vessel called at Nagahama, Shimane prefecture, but since her departure from that place nothing has been heard of her. It is feared that she was caught in the violent gale experienced recently on the Japan Sea and foundered. Applications have been made by the Marine School, to the police along the Japan Sea coast asking that a search be instituted for the missing vessel.

The N.D.L. steamer *Prinz Sigismund* which arrived at Kobe on the 22nd November from Australia, via ports, brought to Japan four Chinese who were rescued in the Straits of Formosa. Coming up from Hongkong very bad weather was experienced, and one day the steamer only made 96 miles. It was during the very severe gale that the Chinese were shipwrecked, says the *Japan Chronicle*, and when sighted, by the *Prinz Sigismund*, they were in a pitiable condition. The unfortunate men had found it almost impossible owing to the big seas to cling to their craft which had capsized, so in their desperation they made holes in the bottom through which each man thrust a leg, in order to obtain a firmer hold. Big waves were washing over the wreck when the German steamer came in sight, and after some difficulty all four men were safely got on board. They were handed over to the Chinese Consul in Kobe.

WEATHER REPORT.

On the 7th at 12.10 p.m.—The barometer has fallen generally, particularly over N. China and Japan. A depression has appeared over the N.E. part of the Sea of Japan, and a second area of low pressure is probably approaching Manchuria from the Westward. The anti-cyclonic area, which appears to have decreased in intensity, is still central over the continent to the North of the Yantai valley. Strong monsoon will continue to prevail over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: N. & N.E. winds, fresh; cloudy, with some rain. (N.E. winds, strong)

Formosa Channel: Same as No. 1.

South coast of China between Hongkong and Lamocka: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 2.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Nov. 16th.

CHINA'S FINANCIAL POSITION.

The financial position of China has been brought prominently before the public this week by reason of the projected large loan by America. A fortnight ago several city financiers expressed grave doubts whether America would accomplish the deal, and it was shortly afterwards reported that China could not find her way to agree to some of the American conditions. Meetings took place, however, in London between representatives of British, French, German and American financial groups, who came to a mutual agreement for co-operation and participation in regard to Chinese Government loans. The agreement is far-reaching, for it not only provides for the £10,000,000 loan required by China for Manchuria developments and other purposes, but also for future financial operations in China.

It seems that the American financiers approached the European financial groups, and that they should have arrived at an important international understanding is regarded with satisfaction in Government circles. Once the men of money sat down to deliberate calmly the discussion was very brief, and it is felt on all sides that a cause of friction has been removed. The English financial papers consider that it represents a victory for American interests, who have made no secret of their desire to assist in the financing of Manchuria. The natural inference is that henceforward leading American financial groups will participate more largely in any borrowing proposals which may be put forward by the Chinese Government.

FINANCIAL REFORM.

The question of monetary reform in China is also engaging as much attention in America as in London. Across the Atlantic this chapter of finance is looked upon as an event of world-wide importance, which, if carried out successfully, may profoundly affect the monetary systems, and largely influence the commerce of America and Europe.

While on the subject of finance I may mention that British investors are apparently still willing to entrust their capital with the Chinese Government, the issue of £1,110,000 five per cent. Tientsin-Pukow Railway bonds being largely over-subscribed this week. The present issue was for three millions, and the remaining portion was offered in Germany. Judging from the prospectus everything was done to make the security watertight, but at the same time provincial revenues are not so comfortable a backing for a loan as a mortgage on a profit-earning railway or a lien on Customs.

TIBET.

There have been three interesting lectures in the last few days regarding Asiatic affairs. Sir Francis Younghusband, who led the famous expedition into Tibet in 1904, addressed the members of the Central Asiatic Society on "Our position in Tibet," concerning which he is not at all satisfied. Sir Francis is not a believer in the Yellow Peril; rather, he thinks the Chinese have much more reason to fear a white peril, but the rough, tactless handling of the Lamas, and movements of Chinese troops, have unsettled the North-East Frontier of India. In endeavouring to make Tibet a province of China, the Chinese had displayed a marked absence of friendly relations with our officers, and the Chinese officials at present flooding the country exhibited strong anti-British propensities. Sir Francis's opinion is that if the Chinese officials would show themselves ready to co-operate with Britain, and treat the Tibetans sensibly and reasonably, we need have no objection to the increase of Chinese influence, but as things are going now, it looks very likely as though there is more trouble ahead.

PERSIAN ARCHAEOLOGICAL PROBLEMS.

Major G. M. Sykes, the noted explorer, who recently returned from his third journey in Persia, has been helping the Royal Geographical Society to solve some of the archaeological problems of that historic land. Major Sykes was unable to identify the ancient capital of Alexander, but the city of Darius was located satisfactorily. The site of the ancient city of Nishapur was also discovered, and this is interesting from the fact that Omar Khayyam lived there during the zenith of its prosperity.

FROM INDIA TO SIBERIA.

A remarkable journey across Asia from India to Siberia has been accomplished by Lieutenant P. T. Etherton, who travelled some 4,000 miles. Occupying a whole year, and undertaken chiefly from a love of sport and travel, it was not unattended with hardships and dangers. Starting in March, 1909, from Lansdowne in the Himalayas, Lieutenant Etherton travelled via Kashmir, the Gilgit Valley and Hunza to the Pamirs. Thence through Chinese Turkistan, Mongolia and Siberia to Novo Nicholaeval, a station on the Trans-Siberian railway. Lieutenant Etherton disposes of the popular idea that the Pamirs are a tableland. He says they comprise a succession of leads formed by the shale detritus which has accumulated through the ages, a mighty mass of lofty, high-pitched ridges and gables, with valleys, hollows, or leads between, desolate and treeless, with a climate noted for its severity. The Pamirs had attracted attention from the political and sporting point of view, but their military value is a negligible quantity.

KING EDWARD MEMORIALS.

Lord Northcote in a letter to the Lord Mayor of London urges that no more appropriate memorial to King Edward could be proposed than the establishment of a fund to carry out and extend the work of research into tropical diseases. Lord Northcote has spent several years in the tropics in the service of his country, and he thinks it appropriate that the metropolis of

the Empire should take the lead in a movement for giving the full benefit of British administration to the more distant portions of the King's dominions, which have contributed in no small measure to the capital's prosperity. The late King Edward took a keen interest in anything pertaining to war on disease, and it is certainly fitting that the development of our tropical possessions shall be carried out with as little cost as possible in human life and vital energy. In days gone by the heavy death toll was vaguely attributed to "the climate," but medical and scientific men now know differently. Lord Northcote refers to the astonishing results in saving human life in connection with malaria, yellow fever and sleeping sickness, and quotes two towns in the Federated Malay States where the deaths from malaria had dropped from 368 in 1901, the year when remedial measures were commenced, to 45 in 1905. It is possible that a King Edward VII. Tropical Research Fund will be started.

THE CORONATION.

With the fixing of June 22nd for the Coronation the Committee responsible for the arrangements have now settled definitely to work, and the Earl Marshal has leased a handsome suite of apartments in Cleveland Row, Pall Mall, where a large staff is already busily employed. A novel point has to be decided, namely, the position that is to be occupied by the Queen Mother in the procession and at the coronation in the Abbey. Not for a period of two hundred and fifty years has the Mother of the Sovereign, herself a Queen, lived to see the Coronation of her son, and moreover the times of the Stuarts were full of trouble and afford no comparison with our own. It is impossible to follow precedent in this instance. The Coronation Committee are discussing the matter, which is likely to be settled by King George in consultation with the Queen Mother.

It is felt that the day has been well chosen, because it coincides with that on which Queen Victoria celebrated her Diamond Jubilee. Another happy coincidence is that the Coronation, with its Oath of Accession, will, for the first time for centuries, be free of all discord. The new oath closes a long standing religious controversy. I heartily trust an enterprising steamship line is making arrangements whereby Hindus will be able to travel to the Coronation without breach of their religious and caste observances.

THE IMPERIAL CONFERENCE.

No precise date has yet been selected for the Imperial Conference, but it is certain to take place sufficiently near to the date of the Coronation to enable the Premiers to attend both great historical events on the one visit. In 1907 the Imperial Conference met on April 14th and continued deliberating until May 15th. Following the precedent of that year it is anticipated that the Premiers and their colleagues will arrive in London about the middle of May, and the meetings will be continued until a date very close upon the Coronation. No matter what may happen in the interval in politics the Conference will take place, with the Prime Minister, whoever he may be, for its president.

THE ALLEGED SPIES AT BORKUM.

The identity of the Englishmen, Messrs. Brandon and Trench, arrested in the summer at Borkum on a charge of espionage has now been disclosed. They are Lieutenant Vivian Brandon, R.N., and Captain Bernard Frederick Trench, R.M.L.I. Mr. Brandon is the son of Mr. Brandon, of Oakbrook, Hammersmith, and brother of Mr. Jocelyn Brandon, L.C.C. It is of peculiar interest to note that he is one of the twelve Jews, who have officially declared themselves as such, holding commissions in the Navy. The only Jewish officer in the Navy holding higher rank than Lieutenant is Captain H. E. Blumberg, R.M.L.I. The imprisoned officer belongs to the same family as Mrs. Lewis Waller and Mrs. Clement Scott. The accused are to be tried at Borkum, which will be something of a shock to the German Judges, as there is no record of a Jew having entered the German Navy. Captain French is the son of a high official of the L. and N.W. Railway and comes of the Irish family of which Lord Ashdown is the head. The trial will commence at Leipzig on December 10th, before seven judges, and Messrs Bull & Bull, solicitors, have retained two eminent German barristers for the defence.

THE CROWN PRINCE OF GERMANY.

The German Crown Prince and Crown Princess are now safely on their way to Ceylon, from which country the latter will return straight to Germany. It is understood that the journey is being undertaken in accordance with the Prince's own wishes, and the Nationalist Press is looking forward to the royal visit to the Far East as an event which will lead to the German name and increase German prestige in lands where, hitherto, other European countries have had a monopoly. The visits to Peking and Tokyo are regarded as of great importance in this respect, for it is not too much to say that the policy of the Yellow Peril, which some years ago bulked so largely in the imagination of the Kaiser, has given way to a more practical appreciation of the actual state of affairs in the Far East.

DEFERRED TELEGRAMS.

It appears that the Far East, as well as Australasia, is to benefit by the proposed "deferred" telegrams. It is recognised that the code system is not suitable to the requirements of all classes of the community, so that were a reduced tariff introduced for messages in plain language the volume of business would, in all probability, fully make up for the reduction in the tariff. The proposal of the Postmaster General has been agreed to in principle by the leading cable companies and the details are now being worked out. The general opinion is that the broad-minded policy adopted in this matter will be productive of excellent results to the cable companies, and the example of the Eastern

Extension Company is likely to be followed by similar concerns in other parts of the world.

RUBBER TELEGRAMS.

Sir John Wolfe Barry, who presided over the recent half-yearly meeting of this Company, attributed the increased business to the remarkable development that had taken place in the rubber industry. While receipts had increased, expenses had also risen, and Sir John mentioned that owing to the increased cost of living in the Far East, and particularly in the Straits Settlements, the Company had found it necessary to increase substantially the remuneration of the staff in that region in order to meet fairly the new conditions that had arisen. The staff of other companies will, no doubt, appreciate this fact.

WELSHMEN AND THE CORONATION.

Already Welshmen in Hongkong and the Far East, Australia, and the world generally, have announced their intention of returning to their native land to join in the rejoicings at the investiture of the Prince of Wales at Carnarvon next July. The visitors will include men prominent in Colonial administration, and the United States contingent will be a large one. Bookings at the Carnarvon hotels have already commenced.

PROBABLY TOUR BY KING GEORGE.

There was a significant phrase in the Duke of Connaught's speech at the opening of the Union Parliament in South Africa, which may mean much, or little. It has been taken hold of, however, to mean that King George may set a precedent and make an Empire tour. The Duke of Connaught, in reading the King's speech, regretted his Majesty's absence "for the present." While a Kingly tour is without precedent, so the British Empire of to-day is without precedent, and in influential circles it is admitted that a royal visit to South Africa is not beyond the bonds of possibility. Really, one can see no reason why the King should not visit his dominions over the seas, especially as it has become customary to pay extended visits to the continent. King George, too, has a natural love for travel, and so one day Hongkong residents may have the pleasure of welcoming his Majesty in person.

PERSONAL PARAGRAPHS.

A wedding of interest to the Far East took place at St. George's, Hanover Square, a few days ago, when John Arthur Caphill Somerville, Major, Royal Sussex Regt., younger son of the late Lt. Col. Somerville, of Driffield, Co. Cork, married Vera Cooper, daughter of Mr. and Mrs. Aston Key, of Southwick Place, Hyde Park.

Prince Leopold, second son of Princess Henry of Battenburg, left London last Thursday on board the *ss. Omrah* on a six months' tour round the world. His immediate objective is Australia, but a visit to Hongkong is stated to be included in the itinerary.

Sir Arthur Nicolson, Permanent Under Secretary for Foreign Affairs, and Sir T. Vesey Street, Lord Mayor of London, have been appointed members of the Committee on Oriental Studies.

Mr. Isaac Reeves, late Commander in the P. & O. Steam Navigation Company, died last week at Acton in his 78th year.

HUGE FORTUNES.

TWO MEN LEAVE £19,000,000.

The estates have now been re-sworn of Mr. Charles Morrison and Mr. Alfred Beit, the former leaving close upon £11,000,000, and the latter £8,000,000. The duties alone on these two estates amount to the large sum of £3,050,000.

Mr. Charles Morrison, of Harley-street, W., of Coleman-street, E.C., of Basilston Park, Goring, and of the Isle of Islay, Scotland, and of the Fore-street Warehouse Co., died May 5, 1909, at the age of 91 years. His estate was originally sworn for probate in June, at the record figure of £5,656,666 13s 4d, "as far as at present can be ascertained," and it has now been re-sworn as of the value of £14,956,666 13s 4d, an increase on the previous figure of £2,700,000, and possibly the tale of his fortune is not yet complete.

On the figures of this re-sworn valuation the estate duty alone amounts to £1,640,500, and it would appear that the total levy of the Exchequer in the form of various death duties, and estate duty, legacy duty, succession duty, and settlement duty on the property passing at Mr. Morrison's death will probably amount to about £2,000,000.

Mr. Alfred Beit, of 26, Park-lane, W., and of Messrs. Wernher, Beit & Co., of London-wall Buildings, died July 16, 1906, at the age of 53 years, leaving about £2,000,000 for public uses, of which £1,200,000 was left to trustees for the development of communication in Africa, including the Cape to Cairo Railway and Cape to Cairo telegraph system. His estate was sworn not long after his death at £3,000,000, "as far as at present can be ascertained," but it has now been re-sworn at what is presumably the final figure of £8,049,616 0s 5d.

Mr. Beit's estate for purposes of death duties came under Sir William Harcourt's Act of 1894, and the estate duty payable in respect thereof amounted to £543,969. Some £2,500,000 of his property pays legacy duty at the rate of 10 per cent, and the balance 3 per cent, would be payable, making the total Exchequer levy on his property about £1,050,000. Had Mr. Beit died subsequent to April, 1909, his estate would have had to pay about £1,238,000 estate duty, while the total duties would have amounted to about £1,800,000, or an increase under Mr. Lloyd George's scheme of about £750,000, as compared with the old rate.

The value of the estate which passed on the death of the Duke of Westminster in 1899 exceeded that of either of the rich estates of Mr. Charles Morrison and Mr. Beit. The Duke of Westminster, however, was only tenant for life of the great properties, worth probably more than fourteen millions, which passed on his death. Mr. Morrison's is probably the largest estate in this country of which anyone has had absolute disposal. He inherited from his father, in 1857, a million, and the eleven millions which he left represent a little less than the sum to which his original inheritance of one million would have accumulated with compound interest at the rate of 5 per cent. Mr. Beit's fortune of eight millions was much more rapidly accumulated than that of Mr. Morrison.

HEAD ONE MASS OF RUNNING ECZEMA.

Took Every Hair Off. A Piliul
Sight. Kept Someone Night and
Day to Prevent His Scratching.
After Second Application of Cuti-
cura Ointment, Itching Stopped.

Now Has Lovely Skin and Hair
Thanks to Cuticura Remedies.

"I have much pleasure in enclosing a photograph of baby by which you will see that the trouble of eczema has been removed. When I was born I was covered with eczema, which was so bad that I could not sleep. My mother used to wash me with Cuticura Soap and Ointment, and it kept me up and it kept me from scratching myself and making it worse. The doctor attended me for about three months and gave me ointments and medicines which did me no good. Then we turned to Cuticura. After the second application the itching stopped. He made no further attempts to scratch, and in a week he was on his feet and in a few days he was a beautiful baby. I thank you for Cuticura Soap and Ointment. (Signed) Mrs. A. Morrison, 20, Pitt St., London, S.W. March 20, 1910.

Sold throughout the world. Depots: London, 27, Chancery Lane; Glasgow, 141, Gt. St. Andrew; etc. B. L. Hall, Calcutta; U.S.A., Fetter Drug & Chem. Corp., Sole Props., Boston.

MAPPIN & WEBB

(1908) LIMITED,

LONDON,

HAVE APPOINTED

CHS. J. GAUPP

& CO.,

WATCH MAKERS.

JEWELLERS &

OPTICIANS.

ALEXANDRA BUILDINGS,

CHATER ROAD,

TO BE THEIR

LOCAL REPRESENTATIVES.

A Very Large Stock, the Finest

ever seen in the Colony has

just arrived.

SPORTING CUPS AND

TROPHIES

SUNDRY SILVER WARE

PRINCES PLATE

CUTLERY

FANCY LEATHER GOODS.

The Name

MAPPIN & WEBB

IS A

GUARANTEE OF QUALITY.

An Inspection is Solicited.

Hongkong, 1st December, 1910. [1333

THE JAPANESE NAVY

REORGANIZED THIS MONTH.

From the 1st inst. a change was to be introduced, says the *Japan Gazette*, to the organization of the First, Second and Third Standing Squadrons of Japan. The battleship *Mikasa* and several other warships in the Squadron were to be placed on the reserve list and replaced by others. The formation of the three new Squadrons is as follows:—

FIRST SQUADRON.		
NAME.	CLASS.	TONNAGE.
<i>Sakuma</i>	battleship	19,350
<i>Hizen</i>	"	12,750
<i>Asahi</i>	"	15,500
<i>Kashima</i>	"	16,400
<i>Tsushima</i>	cruiser	13,750
<i>Ibuki</i>	"	14,520
<i>Zetsu</i>	"	4,085
SECOND SQUADRON.		
<i>Nishin</i>	cruiser	7,700
<i>Kanaga</i>	"	7,299
<i>Idzumi</i>	"	2,550
<i>Chiyoga</i>	despatch-boat	1,250
THIRD SQUADRON.		
<i>Akikoshima</i>	cruiser	3,150
<i>Tsushima</i>	"	3,365
<i>Ty</i>	gunboat	620
<i>Sumida</i>	"	126
<i>Fushimi</i>	"	180

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter, THE HONGKONG DAILY PRESS, should be addressed DAILY PRESS only, and should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
P.O. Box 55. Telephone No. 12.
Telegraphic Address: PUNSA OGDEN A.B.O.
6th Ed. 1st July.

NEW ADVERTISEMENTS

AN OPPORTUNITY FOR AMERICAN ENTERPRISE IN HONGKONG.

THE OCCIDENTAL HOTEL, situated at Kowloon, within a few minutes walk of the principal landing stages of the Second Sea-port in the World, and adjacent to the Trunk Road of the KOWLOON CANTON RAILWAY, is for sale on very easy terms. It is an exceptionally large and showy building, fully furnished and capable of extension, with a large piece of vacant land adjoining, suitable for Tennis Courts, etc.

The Establishment has been conducted as a First Class Hotel and should prove a profitable investment if management is taken over by a competent person devoting exclusive attention to the business.

Full particulars apply to—
H. KUTONJEE & SON.
Hongkong, 8th December, 1910. [1356]

TO LET.

NO. 3, CHANCERY LANE, Six Roomed House.
Apply to—
Y. B.
Care of "Daily Press" Office.
Hongkong, 8th December, 1910. [1357]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once to the Kowloon Wharf Co.'s Godown at Consignees' risk and expense. Cargo remaining on board after the 10th inst., at 10 a.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 15th inst., at Noon, will be subject to rent.

All chaff and damaged Cargo to be left on board and examination of same to be arranged.
K. MATSUDA,
Manager.
Hongkong, 8th December, 1910. [1358]

ELECTRIC MOTOR FOR SALE.

A 2 h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.
MANAGER,
HONGKONG DAILY PRESS OFFICE.
Hongkong, 22nd November, 1910. [1357]

"CAPITAL AND COMMERCE"

A Well-known Business Paper in the Far East of inestimable value to the Business Man who finds in it, condensed and scientifically selected from hundreds of special papers and reviews, as well as from the reports of correspondents, all the information he may require, as well as much appreciated leaders on financial or commercial matters.

"Capital and Commerce" is sold in Hongkong at Messrs. KELLY & WALSH and Messrs. SAYCE & CO., where subscriptions (\$15.00) can also be received.

For advertisements apply to: D. MAHER & Co., 47, Pettigrew Street.
Hongkong, 6th December, 1910. [1343]



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the CENTRAL Division of the City of Victoria and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room, all Cubicle Partitions, Chair Castings and their Linings, all Ceilings and the Under-sides of Boats in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Clerly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumatei Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to Cleanse and Limewash floors at the rate of 95 cents per floor on application being made to the Secretary of the Sanitary Board.

Dated this 1st day of December, 1910.
W. BOWEN-BOWLANDS,
Secretary.

INTIMATIONS

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE.

THE FIRST SECTION of the above RAILWAY from CANTON (TAI SHA TOW) to SIEN TSUN will be OPENED to Traffic from the 6th December, 1910.

TIME-TABLE.

In force from 6th DECEMBER, 1910,
Until Further Notice.

CANTON (TAI SHA TOW) TO SIEN TSUN.

Miles	STATION	Passenger Trains.		
		No. 1	No. 3	No. 7
		Daily	Week	Sun- days
		A.M.	NOON	P.M.
	CANTON (Tai Sha Tou)	7.00	12.00	2.00
3.63	SHIEK PAI	arr. 7.09	12.09	2.11
	dep. 7.12	12.12	2.13	
7.93	CHE PI	arr. 7.23	12.23	2.26
	dep. 7.28	12.28	2.29	
12.58	WU CHUNG	arr. 7.39	12.39	2.33
	dep. 7.42	12.42	2.33	
17.09	NAM KONG	arr. 7.53	12.53	2.59
	dep. 7.58	12.58	3.04	
21.67	SUN TONG	arr. 8.10	1.10	3.19
	dep. 8.13	1.13	3.21	
23.61	TONG MEI	arr. 8.18	1.18	3.27
	dep. 8.23	1.23	3.31	
25.54	NGA YEO	arr. 8.28	1.28	3.38
	dep. 8.31	1.31	3.40	
29.00	SIEN TSUN	arr. 8.40	1.40	3.51

SIEN TSUN TO CANTON (TAI SHA TOW).

Miles	STATION	Passenger Trains.		
		No. 2	No. 4	No. 8
		Daily	Week	Sun- days
		A.M.	P.M.	P.M.
	SIEN TSUN	dep. 9.15	2.15	4.10
3.46	NGA YEO	dep. 9.24	2.24	4.21
	dep. 9.28	2.28	4.23	
5.39	TONG MEI	dep. 9.33	2.33	4.30
	dep. 9.39	2.39	4.34	
7.35	SUN TONG	dep. 9.44	2.44	4.40
	dep. 9.48	2.48	4.42	
11.91	NAM KONG	dep. 10.00	3.00	4.57
	dep. 10.06	3.06	5.01	
16.42	WU CHUNG	dep. 10.17	3.17	5.15
	dep. 10.21	3.21	5.17	
21.10	CHE PI	dep. 10.32	3.32	5.51
	dep. 10.33	3.33	5.54	
25.37	SHIEK PAI	dep. 10.49	3.49	5.47
	dep. 10.53	3.53	5.49	
29.00	CANTON (Tai Sha Tou)	dep. 11.02	4.02	6.00

By Order,

The ADMINISTRATION.

Canton, 28th November, 1910. [1330]

BAZAAR.

IN Aid of the Poor Chinese Orphans of the ASILE DE LA SAINTE ENFANCE. (Under the Distinction Patronage of Their Excellencies Sir FREDERICK LUGARD, K.C.M.G., C.B., D.S.O. and Lady LUGARD.)

The Mother Superior and Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL TO-DAY (THURSDAY), the 8th December, at 2 o'clock in the afternoon.

They request your presence in order to inspect the different Needle and Fan Works made by their Poor Orphans.

ASILE DE LA SAINTE ENFANCE.
Hongkong, 29th November, 1910. [1325]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 35, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form.

PRICE ONE DOLLAR.
Hongkong, 29th October, 1910. [1229]

TOYS! TOYS! TOYS!!!

JUST OPENED, A Large Assortment of NICE, BEAUTIFUL TOYS to suit every whim of a Child. Bring your little ones with you and they won't say any more. As early inspection Solicited. Prices to suit every purse. Call quick not to be disappointed.

H. HIPOOLA & Co., 15 & 15-1/2 Argular St.
Hongkong, 23rd November, 1910. [1311]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 700-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby Given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.
St. George's Building,
Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUNG YUE of Shanghai, a Duplicate Certificate of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 18-100 Shares numbered 821/920, 19-100 " " " 921/1020, 20-100 " " " 1021/1120, 21-100 " " " 1121/1220, 22-100 " " " 1221/1320, 23-100 " " " 1321/1420, 24-100 " " " 1421/1520, 25-100 " " " 1521/1620, 26-100 " " " 1621/1720, 27-100 " " " 1721/1820, and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby Given that if within 30 days from the Date hereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.
St. George's Building,
Hongkong, 16th November, 1910. [1291]

INSURANCE

NORTH BRITISH AND MERCHANT MARINE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

I. Authorized Capital ... £6,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500
II. Fire Funds ... 3,488,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 19th July, 1910. [788]

EXTRA CHOICE ENGLISH HAM

AND

BACON

70 Cents Per lb.

THE

DAIRY FARM CO., LTD.

[42]

SUITABLE FOR XMAS PRESENTS

CANTON SATIN, SILK, EMBROIDERED, TABLE COVER, CHINESE FLOWERS, DECORATION AND CUSHION COVER, SATIN EMBROIDERED CUFFS and COLLARS, MANTLE DRAPE BAGS, &c.

CANTON LINEN EMBROIDERED, BED SPREADS, TABLE COVER, TABLE CENTRE, PILLOW CASES, INSERTION, DRAWN WORK, DOYLIES, &c., &c.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 24th November, 1910. [707]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1181]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. with CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.,
Hongkong, 6th March, 1907. [38]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1184]

TO LET

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 55,220 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [790]

TO LET.

LARGE SPACIOUS GODOWN, No. 51, Kennedy Town.

JEBSEN & Co.
Hongkong, 10th November, 1910. [1270]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1910. [89]

TO LET.

GODOWNS, 95, 96 and 97, Praya East.

Apply to—
CHATER & MODY.
Hongkong, 7th December, 1910. [1350]

TO LET.

NO. 7, UPPER MOSQUE TERRACE.

Apply to—
M. L. CHAN,
No. 1, Lower Mosque Terrace,
Hongkong, 5th December, 1910. [1355]

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chung Road. OFFICES in YORK BUILDING.

NO. 10, DES VUEX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1910. [87]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—
J. HENNESSEY SETH,
No. 8, Des Vaux Road Central.
Hongkong, 1st October, 1910. [795]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (6 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road Central, 1st Floor.
Hongkong, 28th July, 1910. [874]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1910. [994]

TO LET.

NO. 9, BEACONSFIELD ARCADE, Shop.

NO. 21, SHELLEY STREET. 1 HOUSE, in Belkiss Terrace, "EGGEBORF," No. 114, PEAK, To Let Furnished for one year from 15th April next.

SIX ROOMS. C.M.S. PEAK BUNGALOW, MOUNT KELLET, Furnished for 7 months from 1st November, 1910.

NO. 57, PRAYA GRANDE, MACAO. FOR SALE.—Tor Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd December, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1910. [88]

TO LET.

NO. 11, GAGE STREET. Eight-Roomed House with Godowns.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 22nd November, 1910. [1306]

TO LET.

A HOUSE, in Knutsford Terrace.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1910. [1250]

TO LET.

OFFICES, Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. BUTTERFIELD & SWIRE to sell by Public Auction.

TO-DAY (THURSDAY), the 8th December, 1910, at 11 a.m., at The China Navigation Co.'s Godown, West Point, A QUANTITY OF UNCLAIMED GOODS.

Comprising—
IRON, PAPER, BEANS, BECHE DE MER, MEDICINES, SANDALWOOD, BEANCURD, CEMENT, &c., &c., &c.

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GYNN & Co., Bankers, 5, Rue de la Tourne, PARIS (France). [885]

Sparkling Mineral

Pyer's

PRICES
BOTTLES \$0.50
PINTS \$0.85
QUARTS \$1.20

Drink Deep or Lark not the Pueran Spring

A. S. WATSON & CO. LTD.
HONG KONG CHINA & MANILA

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY

Wholesale Distributors for China and Hongkong
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN-IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. V. de Dunkerque, in connection with above Steamship, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst. at 9.30 a.m.

All Claims must reach us before the 12th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo
Ex S.S. "CABOTO" from Venice and Catania.

Ex S.S. "STAMBU" from Smyrna.
Transhipped at Port Said.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents
Hongkong, 1st December, 1910. [5]

S.S. "VILLE DE LA CIOTAT"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or s.s. "Medoo" and s.s. "Bassano" from Havre and Rouen or s.s. "Bassano" from Bordeaux or s.s. "V. de Dunkerque" in connection with above Steamship are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 12th instant at Noon will be subject to rent and landing charges.

All Claims must be sent in to us on or before the 12th December, or they will not be recognized. All damaged packages will be examined on the 12th December at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 5th December, 1910. [2]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, LEITH, HULL, LONDON, AND STRAITS.

THE Steamship

"GLENLOGAN" Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 8th inst. at 3 p.m.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd December, 1910. [1347]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SHIMOSA."

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 2nd December, 1910. [1348]

GERMANY'S SEA POWER.

COUNT REVENTLOW ON THE EXPANDING NAVY.

(BY COUNT ERNEST REVENTLOW IN THE LONDON "DAILY EXPRESS.")

In accepting your flattering request to express my opinion on the present naval situation I am fully aware that it is difficult, if not entirely impossible, to say anything about the present conditions of maritime affairs which has not already been said by others either in Great Britain or Germany, because the present situation is the result of a development which has been proceeding clearly before the eyes of the world for many years.

There have been no surprising changes of any kind whatever at least in Germany, while we Germans are fully justified in saying that Great Britain has supplied us with many surprises.

I need only mention the fact that in the two years 1909 and 1910 the unparalleled aggregate programme of naval construction of fifteen Dreadnoughts or Invincibles (including the two Colonial ships) has been laid down, while the German building programme, when it has been extended, has always been known to the whole world for years before its realisation.

It is, therefore, for Germany, very curious, and even at times incomprehensible, why, year by year when the naval debates in the House of Commons are approaching, a propaganda and an agitation are started in England based on the argument not only that a quite new act of malice on the part of Germany menaces British maritime supremacy unless England immediately makes tremendous sacrifices, but also that Germany contains thoroughly hostile ultimates intentions in regard to Great Britain.

As I have said, we hear these arguments year by year, and every time they are offered to us as something quite new; Great Britain is shown to us again and again as standing on the edge of a fearful precipice.

We Germans, including our Government, long ago gave as many explanations on the point as could possibly be given, and we have agreed with astonishment with regret that official statistics, concerning the present and future strength of our fleet have been partly ignored in England and partly, as for instance, by representatives of the British Government, have been put aside in favour of absolutely false figures.

"POLITICAL AGITATION"

After all that we have experienced, we Germans must conclude that it is a hopeless task to endeavour to correct these incorrect statements which are utilised in England as arguments for a great political agitation against Germany. The internal political affairs of Great Britain only concern us in so far as they influence her foreign policy, and for this reason the British agitation in connection with the German fleet is of great interest to us, especially as this movement has been intermingled for about five years with threats addressed to Germany—threats which, so far as my memory goes, are unique in international relations.

I do not desire to enlarge upon this point, and it is, I suppose, hardly necessary to say to some of the "German invasion" of some years ago (the cry of a possible German invasion was very popular in England, and there were quite a number of authoritative politicians and officers of high rank who spoke seriously of Germany's intention and ability to invade Britannic territory). These politicians and officers doubtless promoted the propaganda which lay nearest to their hearts by such utterances, but in my opinion no educated and no well-informed Englishman has ever for one moment seriously believed in the danger of invasion.

It is well known that exaggerations occur in every political propaganda, for they are regarded as necessary to obtain the object of that particular propaganda. Such methods of propaganda, however, when carried to an extreme, either involve a serious "scandalum" or "selectio" or their perpetrators lead upon themselves a responsibility which perhaps will not always be easy to carry.

If, as a result of such agitations, millions of English people who are not acquainted with the actual state of affairs have been plunged into a feeling of fear and hatred towards Germany that is contrary to the humane principles of which Great Britain has in the past been especially proud. Apart from this, the consequence of such exaggeration may in some cases be very dangerous.

THE NAVAL LOAN.

As I have said, I have never believed that any Englishman of knowledge and authority really takes the danger of invasion seriously, even when he pretends to do so. I regard the following facts as a proof that my opinion is correct. These English newspapers which, as recently as eighteen months ago, before and during the period of the naval debates, frequently talked of the invasion danger, in the event of a serious "scandalum" on the part of Germany, have placed this argument upon the shelf.

Instead of the danger of invasion, a new argument is now emphasised, viz., the one which formed the nucleus of the open letter to the British Prime Minister, addressed to him by some 150 admirals and generals, in support of a naval loan. In that communication it was said that it is an intolerable state of affairs for England when any foreign maritime supremacy would be a danger to her maritime power, if involved in a political dispute with that particular Power, must fear the consequences of declaring war against it.

The British Government would, of course, hesitate to declare war if it were feared that the British nation might thereby be exposed to serious losses; but if Great Britain maintained peace for such a reason, it would be clear that British interests would be injured by such an attitude, and that Great Britain's maritime supremacy would be a thing of the past. In other words, the authors of that open letter to Mr. Asquith—and, as I have noticed, a number of important newspapers in England—are convinced that England must at any time be in a position to declare war against any other Power, without involving herself in any serious risk.

This argument is now put forward by those newspapers which formerly propagated the fear of invasion, and which still regard the development of the defence of the German coast by fortress artillery, by torpedo-boats, as a proof of German hostility, and, wonderful to say, of German aggressive intentions.

I mention this here because this attitude towards German defensive measures harmonises with the conviction that Great Britain must be able to wage war without incurring any risks.

BRITAIN'S FRONTIERS.

Whenever and wherever Great Britain can realise her strategic principles of former times by regarding the coast of an enemy as the line of defence of British coasts, a war necessarily ensues, and the defence of the British coast by fortress artillery, by torpedo-boats, as a proof of German hostility, and, wonderful to say, of German aggressive intentions.

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Act of 1900 run as follows:—

"There is only one way under present conditions of protecting Germany's overseas trade and colonies. Germany must possess such a powerful fleet of battleships that a declaration of war against Germany, even by the most powerful maritime foe, must involve for that enemy such danger that its own existence as a Great Power would be endangered."

In other words, this means that we Germans wish to have such a large fleet that the greatest fully aware that it is difficult, if not entirely impossible, to say anything about the present conditions of maritime affairs which has not already been said by others either in Great Britain or Germany, because the present situation is the result of a development which has been proceeding clearly before the eyes of the world for many years.

There have been no surprising changes of any kind whatever at least in Germany, while we Germans are fully justified in saying that Great Britain has supplied us with many surprises.

I need only mention the fact that in the two years 1909 and 1910 the unparalleled aggregate programme of naval construction of fifteen Dreadnoughts or Invincibles (including the two Colonial ships) has been laid down, while the German building programme, when it has been extended, has always been known to the whole world for years before its realisation.

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Act of 1900 run as follows:—

SUFFERED FOR YEARS FROM LIVER COMPLAINT.

IMMEDIATE RELIEF, PAIN DISAPPEARS, APPETITE RESTORED, OLD TIME VIGOUR RETURNS.

Thus F. TOWNSEND, Esq., speaks of his restoration.

The W. H. COMSTOCK CO., LTD.

Gentlemen,—I have been troubled with a bad liver for years. The warm climate of South China is particularly prone to produce this complaint and in common with others I have suffered. A friend suggested Dr. Morse's Indian Root Pills. I tried them and received immediate benefit. The pain in my side and back disappeared, my appetite was restored, and life, which had been a burden, has become a joy. My old time vigour has returned. They have been a God-send to me. I would not be without them on any account. They keep me well and strong.

Believe me, Gentlemen,
Yours most sincerely,
F. TOWNSEND.

IS LIFE WORTH LIVING?

"That depends on the Liver." This is an old adage, true in more than one sense.

When the liver is out of order life is a burden. Headache, loss of appetite, furred tongue, bad breath, taste in the mouth, spots floating before the eyes, constipation, loss of vigour, followed by more serious symptoms are the result of an inactive liver. Dr. Morse's Indian Root Pills have a world-wide reputation as THE GREAT LIVER REMEDY and DIGESTIVE TONIC.

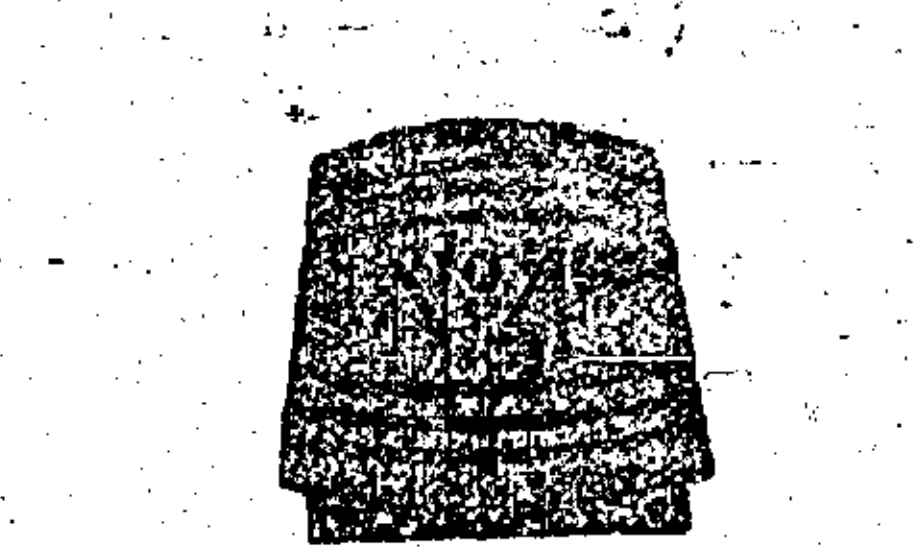
They secure regularity of the bowels, activity of the kidneys, purity of the blood, and impart strength and vigour to the whole system. They are a safe and reliable remedy for both sexes and all ages.

For sale by all Druggists, Chemists and Medicine Dealers.

WATKINS, LTD.,
Wholesale and Retail Agents,
Hongkong.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



THE WHISKY WAS AWARDED BY THE LATE ROYAL THORNE OF GREAT BRITAIN AND IRELAND AS THE BEST WHISKY

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILA.
A. S. WATSON & CO. LTD.
1217

it did not suffice when, during the Spanish-American war, he was requested to give advice on strategical questions.

After the above remarks I need not refer in detail to the question of armaments regarding the limitation of armaments. It would be altogether preferable if this misleading and completely unreal question vanished from all discussion between the two nations. This question is nothing but a play on words. The essential point of the whole position lies in the principle which I have explained above, namely, that the German navy must be so powerful that it would be dangerous for Great Britain to declare war against us. In recent years representatives of the British Government have expressed the wish that an agreement respecting the limitation of armaments should be concluded on the basis of British supremacy, which is, in fact, British despotism.

AN INGENUOUS PLEA.

The definition of this supremacy as it is understood in England is absolutely incompatible with the fundamental purpose for which the German navy has been constructed. The contrast is all the more striking because Germany must reckon with a hostile naval coalition, while the herself would stand alone in a naval war. In England it is understood that the Austrian Dreadnoughts of the future are destined to maintain the balance of power in the Adriatic Sea, and will be no more able than the Italian Dreadnoughts to act as auxiliaries to the German Empire in any conflict.

It is, of course, comprehensible that Great Britain tries to keep for herself that despotism of the ocean which is gradually slipping from her hand, because the position of "primus inter pares" is something to which the British are unaccustomed. It is also easy to understand that the enormous cost of the Fleet causes pain to the British Government. On the other hand, it can hardly be demanded that Germany should draw up her naval programme with due consideration for the necessity of social reform in England.

The cheapest course for England would, of course, be to uphold the negotiation regarding the limitation of naval armaments, and this proposal was only made by Cobden, who was also of the opinion that England also had the right to make such a proposition. Cobden wrote:—

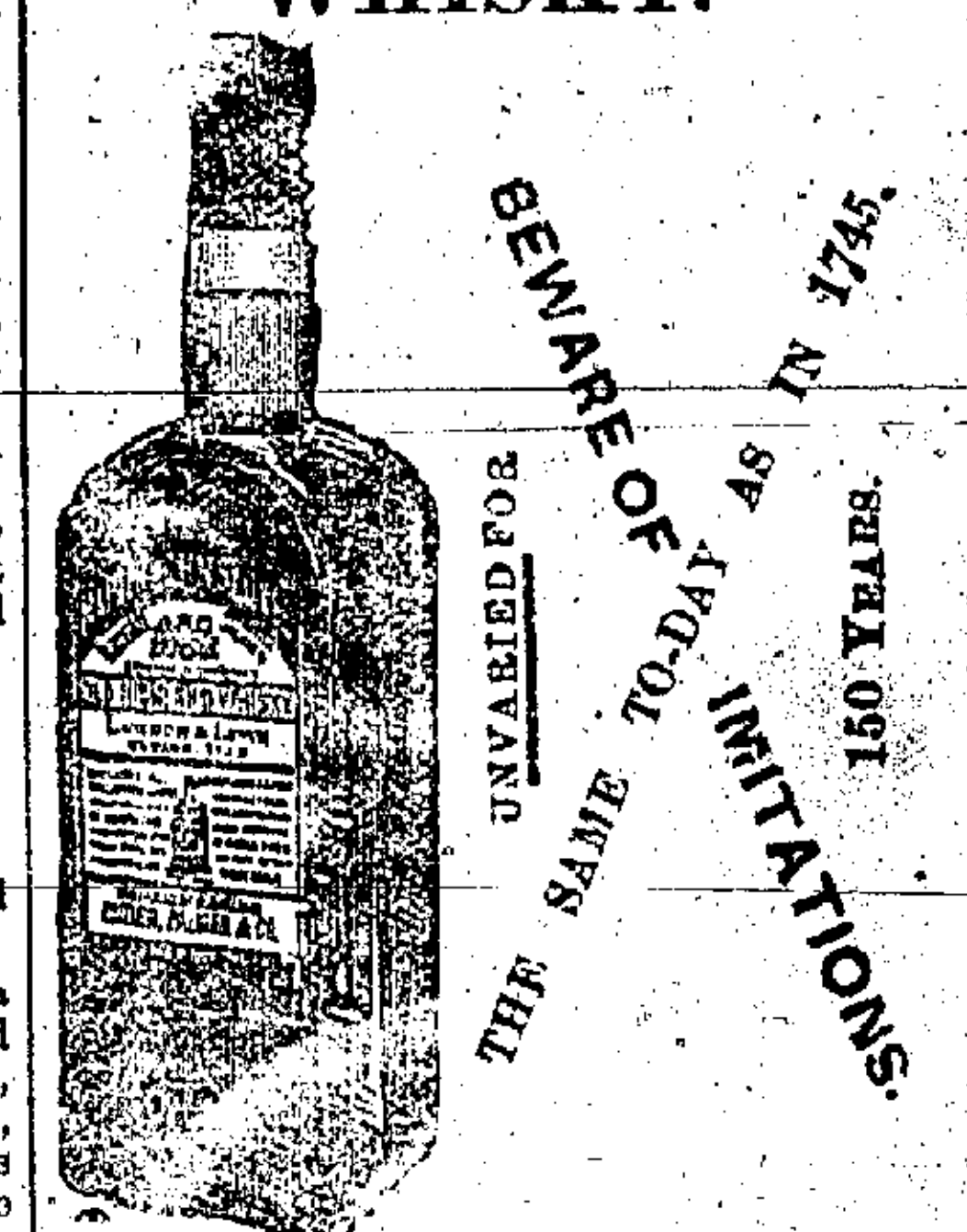
"It must be remembered that such is the immense superiority of our Navy at the present time—so greatly does it surpass that relative strength which it was formerly accustomed to bear in comparison with the navy of France—that it devolves on us a point of honour to make the first proposal for an attempt to put a limit to this most irrational and costly rivalry of armaments."

On this I have to remark that the relative naval strength of Great Britain to France was then as three to two, and that to-day the relative naval strength of Great Britain to Germany is as two to one.

ERNEST REVENTLOW. [Count Ernest Reventlow is the foremost German naval writer. He is himself a naval officer of distinction and editor of the German weekly, Army and Navy. His book, "England's Sea Power," published four years ago, created a sensation in both countries. He is an enthusiastic Pan-German and leader of the Pan-Germanic League. The article throws a new light on the German view of naval policy.]

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.

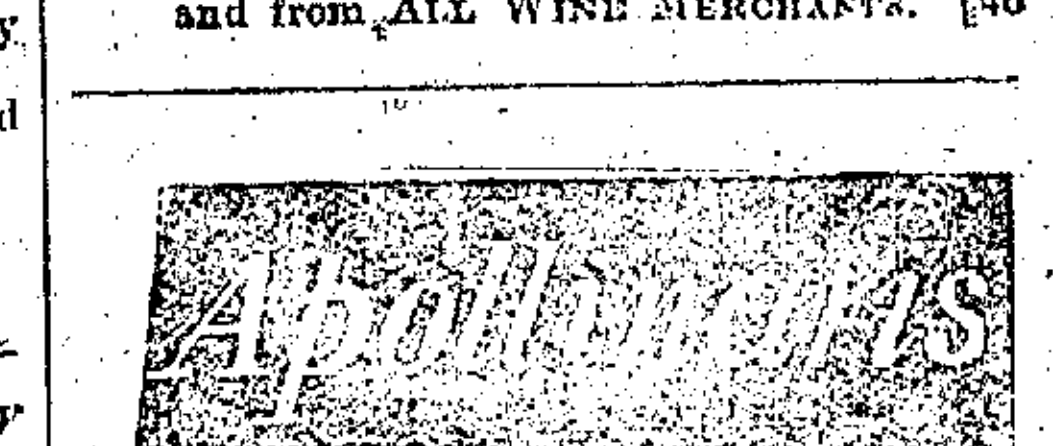
BEWARE OF IMITATIONS.



SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.

and from ALL WINE MERCHANTS. [46]



HAS RECEIVED

THE

GRAND PRIX

BRUSSELS EXHIBITION

1910.

[1365]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants.

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers. General

Storekeepers and Shipchangers. Nos. 35 & 37,

HING LOONG STREET, (2nd St. west of Central

Market). Telephone No. 515. [495]

DAVID CORBAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO

Sole Agents. [535]

MARTIN'S

APIOL & STEEL

PILLS

A French Remedy for all irregularities.

Thousands of ladies always keep a box of

APIOL & STEEL PILLS in the house, as the first

sign of any irregularity of the system a

timely dose may be administered. These

valuable pills are sold everywhere, and are

the most reliable and most effective

remedy for all irregularities of the

system. APIOL & STEEL PILLS are sold

everywhere, and are the most reliable

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	5 P.M., 9th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 10th Dec.	See Special of Call.
SHANGHAI, MOJI, KOBE, SUNDAY	Capt. Owen Jones, R.N.R.	Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA	Capt. R. A. Peters	About 16th Dec.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA	Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 8th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"CHENAN"	On 8th Dec., 4 P.M.
HAIPHONG	"SINGAN"	On 11th Nov., 9 A.M.
MANILA	"TEAN"	On 13th Dec., 4 P.M.
ILIOLO & CEBU	"SUNGKIANG"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 19th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL" throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

YB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 8th December, 1910

BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SEAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

Hongkong, 5th November 1910

MELOHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA FOCHOW	"ESANG"	Friday, 9th Dec., Noon
SHANGHAI	"TINGSANG"	Friday, 9th Dec., Noon
MANILA	"LOONGSANG"	Saturday, 10th Dec., Noon
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 11th Dec., Noon
SHANGHAI, KOBE & MOJI	"KUTSANG"	Sunday, 11th Dec., Noon
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 14th Dec., Noon
MANILA	"TUBSANG"	Saturday, 17th Dec., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "TUBSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan Sea) and Mito to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

Hongkong, 8th December, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"PEKING"	On 13th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 22nd December.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 25th November, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS

CAPTAIN

LEAVING.

"HATCHING" Capt. W. C. Passmore...

"HATTAN" Capt. J. W. Evans...

STEAMERS will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong 3rd December 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	S.S. SCANDIA	15th Dec.
S.S. SLAVONIA	30th Dec.	
S.S. SEGOVIA	12th Jan.	
S.S. SAMBIA	28th Jan.	
S.S. SILESIA	10th Feb.	
S.S. PREUSSEN	27th Feb.	
S.S. RHEINFELS	12th March	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 7th December 1910.

Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU ... 11,000 tons gross ... Sail Dec. 21st, 1910.

S.S. KIYO MARU ... 11,200 " ... Feb. 18th, 1911.

S.S. BUYO MARU ... 10,500 " ... April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 26th November, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon
VICTORIA, B.C. & TACOMA VIA NAGASAKI, MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec., at 8 A.M.
TAMBUI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 11th Dec., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2ND CLASS. 3RD CLASS.

\$73.00 \$55.00 \$27.00.

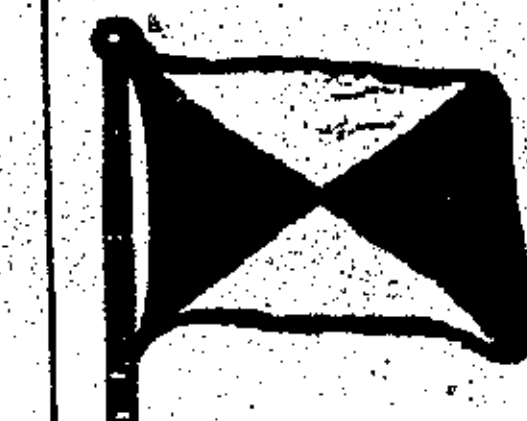
1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

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PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUHI	4003	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.
ZAFIRO	4000	E. Elias	Manila, Cebu & Iloilo	

For Freight or Passage apply to

SHEWAN, TOMES & Co.

Hongkong, 2nd December, 1910

General Managers. PHILIPPINES S.S. Co.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

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OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET, YOKOHAMA.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATE.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moss, 9,000		WEDNESDAY, 21st Dec., at Daylight
	KAWACHI MARU Capt. H. Petersen, 7,000		TUESDAY, 27th Dec., P.M.
	KAGA MARU Capt. M. Hagino, 7,000		WEDNESDAY, 4th Jan., at Daylight
	SADO MARU Capt. S. Horiuchi, 7,000		SATURDAY, 31st Dec., from Kobe
VICTORIA, B.C. & SEATTLE	INABA MARU Capt. K. Kawara, 7,000		TUESDAY, 3rd Jan., at Noon
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 31st Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, 5,000		THURSDAY, 22nd Dec., at Noon
	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 20th Jan., at Noon
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson, 9,000		FRIDAY, 9th Dec., at 5 P.M.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pynes, 6,000		TUESDAY, 13th December.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. Y. Nomura, 6,000		TUESDAY, 13th December.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WEDNESDAY, 21st Dec., at Noon

She will call at Genoa.
Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON VIA SUEZ CANAL.

To London, per New Steamer.

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For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO, MANAGER.

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O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

575

LABUAN COAL.

NOTICE—THIS COAL can only be

obtained from THE LABUAN COAL

FIELDS CO., LD., who are prepared to Supply

FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch

Telegrams: "Labuan Coal."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909.

Cutler, Palmer & Co.'s

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